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# Office Memorandum • UNITED STATES GOVERNMENT

TO : Chief, Industrial Division

DATE: 10 November 1952

FROM : Chief, Aircraft Branch

SUBJECT: Input Data for Weapons Systems Evaluation Group

- 1). In accordance with instructions received at Division meetings of 18 and 30 October and 4 November, the following data are submitted:

Material, in the form of airplane

Airplane Type	AMP Air- frame Pk./lb.	Total Mach-1/lb	Electricity kw-hrs/lb	Steel lb/cwt	Aluminum lb/cwt	Copper lb/cwt	Zinc lb/cwt
Jet fighter	5,100	4.2	.95	.84	1.03	.0024	.0010
Piston fighter (not being built; each loss must be replaced by a jet fighter)							
Attack (not being built; each loss must be replaced by a jet fighter or jet light bomber)							
Jet light bomber	16,800	4.9	1.14	.75	1.01	.0024	.0010
Piston light bomber	8,700	6.5	1.14	.75	1.01	.0024	.0010
Medium bomber	48,000	3.3	1.14	.75	1.01	.0024	.0010
Heavy bomber	63,300	2.3	1.14	.75	1.01	.0024	.0010
Transport	17,200	3.9	1.14	.24	1.03	.0024	.0010
Reconnaissance	19,300	3.2	1.14	.75	1.01	.0024	.0010
Engines: jet	2,000	6.1	2.57	3.27	.76	.0035	.0005
air cooled	2,300	4.5	2.57	3.70	1.20	.0054	.0006
liquid cooled	6,000	2.6	2.57	3.67	.98	.0061	.0003
Aggregates:							
aircraft	--	4.0	1.14	.80	1.02	.0023	.0010
engines	--	5.6	2.57	3.54	1.00	.0050	.0004

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Security Information

- 2). In the above, the material data is fairly reliable, although all bombers have been predicated on the B-29. Man-hour data is thought to be reliable because the basic data is presently suspect, and undergoing review. There are no spares in the above data. Airframe data would have to be increased by 4% per annum, and engine data by 100% per annum, to account for spares.

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Dissemination:

1 - D/I  
1 - I/AR

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